

NEW BRIDGE TRAINS MOBBED

Nobody Seemed to Know How to Get to Brooklyn.

Crash Last Night as Bad as the Old Days—Three Women Hurt—Police Reserves Called—Platform Men Didn't Know the Rules—Special Policemen To-night.

The Brooklyn Rapid Transit Company's new through electric train service over the Brooklyn Bridge got its first rush hour tryout yesterday morning and evening. In the morning on account of the blowing out of a fuse near the Manhattan tower there was an old fashioned tleup and a congestion which wasn't cleared up for nearly two hours. In the evening a crush at the Manhattan terminal which was about as bad as anything of the kind in the history of the bridge came as the result of the general unfamiliarity of motormen, platform men and the public with the new system.

Three women were hurt in the crush and at times all the platforms were so jammed that the stairway gates had to be closed. Even then in some cases the gates were knocked down and ticket choppers and ticket boxes bowled over, and Capt. Murtha of the bridge squad, who already had eighty of his own men on hand, called out the reserves of the Oak street station.

In spite of the almost unanimous first impression of the travelling public that the new plan was worse than the old, the B. R. T. and the bridge officials declared that within a week the plan would be working smoothly. The only satisfaction Brooklynites got out of the conditions last night was that they didn't have to go through the same troubles at the Brooklyn end of the bridge.

The mishap in the morning occurred at 7:40 o'clock, just as a Bay Ridge train was climbing the grade to the Manhattan tower. It took only eight minutes to repair the damage, but in the meantime trains were stalled for blocks on the Lexington avenue, Myrtle avenue, Fulton street, Fifth avenue and Brighton beach lines, which was serious, because all the trains were running on a short schedule. A City Line train which should have made the trip to the Manhattan terminal in thirty-nine minutes took an hour and fourteen minutes. The increase in the number of trains from sixty to ninety played a part in the congestion.

In spite of this tieup in the hour between 7:30 and 8:30 sixty-four trains went over the bridge, which almost equalled expectations. Between 8 and 9 o'clock fifty-four trains went over. The railroad officials estimated that in that hour 6,000 more persons crossed the bridge than could have crossed in that time in the old cable trains.

This statement was made at the company's office in explanation of the morning tieup.

The morning congestion on the comparatively slight delay to a Bay Ridge train was due to the fact that a far greater number of trains were in operation on the elevated lines than ever before. Add to this the fact that the towermen and dispatchers had no opportunity to make the usual changes in schedule and the difficulties under which the B. R. T. operating department worked to-day will be understood. The subway people have had full opportunity to drill their various lines before opening them to the traffic. The B. R. T. lines being worked daily to their limit no change was given for rehearsal or drill of the new train arrangements. These will better themselves each day.

The new bridge local service worked well. No difficulty was found in handling forty cars an hour in this service and the traffic was easily taken care of.

Police cars crossing the bridge from other parts of Brooklyn were subject to slight delays about 8 o'clock owing to power trouble on the Coney Island and Brooklyn railroad, which causes the tracks and supplies the power in Washington street from the Coney Island to the bridge. This congestion was relieved as far as possible by sending Manhattan bound cars through Adams street and lower Fulton street across the Tillary street crossover.

After 9 o'clock conditions became normal and the new schedule was carried out satisfactorily. Up to a few minutes before 8 o'clock in the evening trains were leaving the Manhattan terminal fifty seconds apart, but it was apparent even then that three or four times of one line were coming in to one of another line. This caused uncomfortable crowding of some of the platforms before the rush hour came. It was noted especially that the large number of trains running over the Fulton street line kept the switching arrangements at the Manhattan terminal so busy that Brighton Beach, Beach Avenue, Lexington avenue and other trains were delayed on the bridge until the platforms had become crowded.

After 5 o'clock the trouble set in in earnest. The public, unfamiliar with the new arrangements, asked the platform men for suggestions and were told that they knew less about it than the platform men. The platform men declared that they had no way of knowing where the trains were going except for the lights and the signboards on the trains. All the trains had "Park Row" on the rear, and it was naturally impossible to get through the crowd to read the sign on the front of the trains. According to the new arrangement several lines have the same lights, and the whole thing was so confusing that the platform men finally gave up and admitted that passengers that they didn't know anything about anything. Some were supplied with printed instructions about the new service but didn't appear to be able to make anything out of them.

The crush was greatest at 8 o'clock, and all the platforms seemed to suffer equally. At times trains at the Park Row end of the bridge were practically seized by the passengers and delays of over ten minutes resulted several times. This held up trains on the bridge, and at one time there was a solid string of trains stretching to the City Hall station on the Fulton street line and as far back on other lines. An official said that only thirty-seven trains ran between 8 and 9 o'clock, whereas it was expected to send out more than seventy.

Conductors of some of the trains became frantic at times in their effort to get the gates shut and their trains started. A woman, who said she was Annie Callahan of 171 Richmond avenue, Ridgewood, was knocked off a car by a conductor and trampled upon by the crowd. She was badly bruised. Louise Wernberg of Fair-

MADE PARK, N. J., WAS PUSHED AGAINST THE GATE WHILE TRYING TO ENTER THE REAR PLATFORM OF A RIDGEWOOD TRAIN AND SUFFERED INTERNAL INJURIES.

Mildred Williams of 50 50 Tompkins avenue, Brooklyn, was so badly hurt that Dr. Morton of the Hudson street hospital was called for her. He thought she had a fractured rib, but she insisted on going home.

Many officials watched the operation of the new plan until the crush began to disappear at 7 o'clock. Public Service Commissioner Bassett, who represented that body, said that it would be unjust to comment on the new plan until it had had a more thorough trial. Chief Engineer Ingersoll of the Bridge Department thought that the general unfamiliarity with the system was responsible and that it would work out within a few days.

W. S. Mendon, assistant general superintendent of the B. R. T., pointing to a crowd that was besieging the gates of one of the trains, said:

"There's the trouble. The people all want to take the same train. They won't let the trains get away on time. Everything will be all right in a week."

At the B. R. T. office last night it was said that to-day a big squad of police will be on hand to expedite things, as the present special policemen do in the subway. One of the reasons for the crush was the inability of the present platform force to keep the public from holding the trains.

"Another source of delay was the unfamiliarity of the run to most of the motormen," it was said. "They have been so often warned about the congestion at the bridge that they were overcautious in some cases and helped create the block. The fact that we were unable to properly equip all the cars with signs helped. The printer failed us, but to-day we will have a card in the front window of each car showing where it is going, as is done in the subway, and that will help greatly. Probably by to-night or to-morrow there will be no more trouble."

The Public Service Commission announced yesterday that as the result of the test held on Saturday it was found that under the new bridge train system the cars can be run under fifty seconds' headway and will carry 64,800 passengers an hour.

PROFITS OF STEEL EMPLOYEES.

65 Per Cent. Extra Dividend to Those Who Have Stuck to Their Stock.

An extra dividend of approximately 65 per cent. is to be paid to employees of the United States Steel Corporation who subscribed for stock in 1903 under the profit sharing plan devised by George W. Perkins and who have retained the stock up to the present time. These stockholders have received the regular 7 per cent. dividends on the stock and also a bonus of 5 per cent. a year according to the terms of the profit sharing plan. Including the 65 per cent. extra dividend they will presently have received a total of \$125 a share in dividends in five years.

Employees took about 30,000 shares in 1903, getting the stock at \$22.50 a share. It was provided that annual 5 per cent. bonuses be paid on all the stock then taken, but that those who sold their holdings should forfeit the bonus. The bonus, which was then to be placed in a fund for the benefit of the employees continuing to hold the stock. The fund from which the extra dividend will be paid has been built up principally from these forfeited bonuses.

It is estimated that about 10,000 employees will be benefited by the extra dividend. The stock held by them will not be entirely invested in the extra dividends in the future, but next year there will be an extra dividend for those still holding stock purchased in 1903 and so on. The extra dividend being paid at the end of five years from the date of subscription. There is a total of approximately \$100,000 in dividends, bonuses and extra dividends under the profit sharing plan.

MOULT ROYAL PASSENGERS IN.

Had a Second Stormy Voyage on the Montrose—State at St. John.

ST. JOHN, N. B., Jan. 27.—After nearly fifty days of the 200 immigrants, who left Antwerp on December 7 for St. John on the Canadian Pacific Railroad steamer Mount Royal to make homes in western Canada and the United States arrived here on the Montrose. As known, the Mount Royal was buffeted about the Atlantic for a month and given up for lost, but finally reached Queenstown. There the passengers were transferred to the Montrose and on January 11 left again for St. John.

On the Montrose were also 100 other immigrants from Antwerp. The Montrose should have reached here Wednesday last, but very rough weather delayed the steamer. For seven days, between January 12 and 19, little more than sixty miles was covered on any day. On the 14th a great sea carried away a lifeboat, on the 15th the storm was very heavy, and while it raged the body of a child who had died the day before was committed to the deep. The Montrose officers say the voyage was the roughest in their experience.

Of those on the Montrose 128 are for western Canada, fifty for Cape Breton and 128 for United States points. Nearly all passed the immigration inspectors.

DARK DAYS FOR THE "COUNTS."

"Njeda Oursouff" Furniture Seized by the Sheriff.

Sheriff Foley has received an attachment for \$2,921 against Njeda Oursouff, otherwise known as Countess Oursouff, who formerly resided at 186 Madison avenue, in favor of the George C. Flint Company for balance due on purchases of \$8,001 worth of furniture between September 1, 1906, and January 31, 1907, on which she paid cash \$5,000. The attachment was granted on the ground that she is a resident of Russia. The Sheriff served the attachment on Morgan's storage warehouse, 222 West Forty-seventh street, where it is said she has some furniture in storage. The Sheriff also received a writ of replevin for \$3,234 worth of furniture, &c., in the same storage warehouse.

A woman who called herself Countess Oursouff has been named in connection with the business troubles of Jules Congdon Gamage, a broker who failed in November, 1906. Open till midnight charming music, 1402—Ad.

MILLION TO AMERICAN MUSEUM

MORRIS K. JESUP'S WILL CROWNS HIS BENEFACTIONS.

Income to Be Used for the Collections—\$100,000 Left to the Brick Church—The Gilbert Stuart Washington Goes to the Chamber of Commerce.

By the terms of his will Morris K. Jesup, who died on Wednesday last, bequeaths \$1,000,000 to the American Museum of Natural History in this city. Other cash gifts to the amount of \$115,500 he has settled upon a library and three churches. There are bequests to friends, servants and members of his family, and the residue of the estate goes to Mrs. Jesup.

John E. Parsons, who is one of the executors of the will, gave out yesterday an excerpt bearing upon the public benefactions. With Mr. Parsons there are serving as executors Mrs. Jesup, Thomas De Witt Cuyler, a nephew of Mr. Jesup, and Benjamin Strong, who was Mr. Jesup's secretary.

Mr. Jesup left a will and codicils. The entire amount of the estate has not yet been determined and the will will not be offered for probate for several days. The provision for the American Museum of Natural History, contained in the eleventh clause of the will, reads as follows:

"I give and bequeath to the American Museum of Natural History in the city of New York \$1,000,000, to constitute a permanent fund, the principal to be invested and kept invested, and the income to be applied to the support of the museum, and to the purchase of other than alterations, additions, repairs or erection of buildings, the purchase of land or the payment of salaries, or for labor or for services of any kind ordinarily considered under the item of maintenance."

I wish to explain that I have bequeathed this sum of \$1,000,000 to the American Museum of Natural History and that I have made for the museum a provision of \$100,000, which I have identified with the museum from its act of incorporation to the present time. I have been its president since 1882. Since that time I have devoted a great part of my life, my thoughts and my attention to its interests.

I believe it to be to-day one of the most effective agencies which exist in the city of New York for the advancement of science, art, and industry, and I am proud to have been able to contribute to its support.

Mr. Parsons explained yesterday that the words "other bequests and provisions," aside from the bequest of \$1,000,000, referred to certain stipulations of additional bequests which are rendered obligatory by the fact that Mrs. Jesup survives her husband. Aside from the \$1,000,000 endowment to the museum and legacies to relatives, friends and persons who had been in Mr. Jesup's service the will makes the following provisions:

To the trustees of the Westport, Conn. Library the portrait of the testator's grandfather, Jesup, paid \$5,000 as a permanent fund, the income to be used first in keeping in good order the graves and grounds in Westport Cemetery, where are the graves of Mr. Jesup's grandfathers Sherwood and Jesup; second, in keeping in good order and repair the parsonage of the Westport Congregational Church, formerly known as the Jesup homestead; the surplus, if any, to be used toward the expenses of the church itself.

To the Congregational Church at Lenox, Mass., \$2,500.

To the New York Chamber of Commerce the portrait of Gen. George Washington, done by Gilbert Stuart.

The bequest to the American Museum of Natural History is the last of a long succession of gifts he had made to the institution since 1882. In 1907 he provided the funds for the F. W. Putnam anthropological expedition to Alaska and the Northwest Territory. The object of the expedition was to investigate the origin and relationships of the Indian tribes on both sides of the Bering Sea. The expedition cost \$150,000.

Last year Mr. Jesup financed the Henry Fairfield Osborn expedition to the Fayum Desert, Egypt, on a hunt for the bones of the prehistoric elephant. Another scientific expedition that he supported was the Lumbois expedition to Mexico, bent on the study of the relationship between the North American and the Central American Indians. The Stone expedition to Alaska, which added to the museum's stock of stuffed animals of the north, also received aid from him.

Besides enabling these various field parties to go out in search for material for the museum Mr. Jesup with a constant giver for the purchase of private collections whenever the directors found it advisable to make such purchases. Last year he spent \$80,000 on collections. He also was in the habit of contributing annually to meet the deficit in the museum's funds.

RECOVER ROYAL MINIATURES.

Gold Framed Portraits of Princesses Seized to a Bartender.

LONDON, Jan. 27.—The miniature, in solid gold frames, of the three daughters of King Edward and Queen Alexandra, which were recently stolen from a studio here, were sold by an unknown man to a bartender in a suburban saloon, who has turned them over to the police.

The thief has not been found.

Taft Going to Cleveland.

WASHINGTON, Jan. 27.—Secretary Taft will leave Washington to-morrow night for Cleveland, Ohio, where he speaks on January 29 at the McKinley day banquet given by the Tippecanoe Club of Cleveland.

The subject of his address has not been announced, but it is expected to be devoted to political matters. He will return to Washington the latter part of the week.

If you wish stylish eyeglasses call at Spencer's; see new Single Toric Spectacles. 14 Maiden Lane. —Ad.

DOGS BEGIN PATROL DUTY.

Tried Out Down Coney Island Way. They Make Trouble for Make Believe Offenders.

Max, Jim, Dona, the only lady of the group, and Nogi, the first of the new dog police squad to be started on patrol, began their duties last night with policemen from the Parkville station in the territory between Prospect Park and Coney Island. They started on tour a few minutes after midnight.

Leout, Wakefield, who brought them from Belgium, went down to see that they got away in good form. He was in plain clothes and by way of a test made it his object to strike one of the policemen. The dogs police are supposed to resent any attack upon uniformed men, and Nogi promptly jumped to Wakefield's breast and knocked him over a snowbank.

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FRANK HITCHCOCK TO RESIGN.

Will Leave the Postal Service and Devote His Time to the Taft Boom.

WASHINGTON, Jan. 27.—It is understood that Frank H. Hitchcock will retire from the office of First Assistant Postmaster-General on February 1. His resignation with reports that he was working to control Southern State delegations to the Republican national convention. The understanding in well informed circles is that Mr. Hitchcock will leave the service of the Government about the end of this week and give his undivided attention to Mr. Taft's political interests.

MISS COLGATE'S SECRETARY

Arrested on \$1,000 Forfeiture Charge Made by Her Employer.

Mrs. Mary S. Moffett, formerly secretary for Miss Florence Colgate of 50 East Fifty-seventh street, was arrested yesterday afternoon on a charge of embezzlement. The charge was made by Detective Hunter and Fitzsimmons of the District Attorney's office on an indictment found on the complaint of Miss Colgate, who charges that on or about November 1 last Miss Moffett, then her secretary, made false entries in Miss Colgate's checkbook and secured \$1,000 by that means. The former secretary was locked up in the Elizabeth street station.

Miss H. Friedman, attorney for Miss Colgate, said Mrs. Moffett had served as secretary to Mrs. Bowles Colgate and her daughter, and that she had been entrusted with handling collections from the investments of both. As far as the lawyers could trace the discrepancies in the checkbook stubs extend over some six weeks prior to December 1, at which time Mrs. Moffett left the Colgates' employ. The matter was brought to the attention of the District Attorney some days ago, and last Wednesday the Grand Jury handed down an indictment for forgery in the third degree.

Mrs. Moffett is 40 years old. With her aged mother and her sixteen-year-old daughter she lived at 1104 Pacific street, Brooklyn. The mother said last night that she was a cousin of Mrs. Bowles Colgate. Mrs. Moffett had been employed by Miss Colgate for about two years. The late Bowles Colgate was head of the Colgate soap firm.

WHAT HAPPENED TO W. F. KING

Is a Grand Jury Secret He Is Bound Not to Disclose.

William F. King and his committee of stockholders of the Metropolitan Street Railway, who wrote to the special Grand Jury asking that alleged criminal acts of officers of that company be investigated, were called before that body yesterday.

Mr. King gave to the reporters before he went in a typewritten address he said he proposed to make to the Grand Jury. It said on behalf of his committee that the Grand Jury should be asked to investigate the alleged criminal acts of officers of that company be investigated, were called before that body yesterday.

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RUN THAT THE BANK CLOSED ON

TALE OF LETTERS FROM OFFICER OF THE NORTH AMERICA.

Vice-President Chapin Says All He Did Was to Tell a Friend Who Was Worried About a Trust Deposit Last October to Take It Out Rather Than Worry.

An explanation of many of the withdrawals of deposits from the suspended National Bank of North America, if not of the "run" that set in on Saturday, was supplied yesterday in an allegation that one of the officers had written letters advising some of the depositors, among them interior banks with balances in the North America, to transfer their accounts to other institutions. Interior banks and other depositors, it was said, accepted this strange advice with alacrity.

A report connecting Henry Chapin, Jr., one of the vice-presidents of the bank, with this peculiar transaction was explained by Mr. Chapin at his home in Brooklyn last night in this manner:

"Last October, when Charles W. Morse, was thrown out of the bank and the affairs of the institution were widely discussed in the press, a Catholic priest who is a friend of mine, the Rev. Father Henry, came to consult me concerning \$18,000 of trust funds which he had on deposit with us. He had been criticised, he said, for leaving the money there in view of the notoriety attached to the bank and had almost come to the conclusion that he should at that account withdraw the deposit."

"I told him that if he was worried about the safety of the trust fund he could save himself anxiety by withdrawing it. He did so. I told Morgan J. O'Brien, then one of the directors of the bank, what I had done and he approved my action. I did not report it to President Havemeyer for the reason that he had just assumed the presidency and had taken no active part in the details of the business."

"The incident passed out of my mind until Friday night, when I asked to be permitted to resign. I felt that the bank would surely suspend in the near future and I did not want to be connected with a failed institution. Other officers and directors insisted that the bank would pull through and I was reminded that I had advised a depositor to withdraw his account. I withdrew my request to be allowed to resign on the protest of President Havemeyer and others. I have, of course, written no such letters as those mentioned in reports circulated to-day."

Among the banks said to have withdrawn deposits on the advice of an officer is a Baltimore national bank which had a balance of \$150,000 in the North America's vaults. A number of other banks, it is said, took the same course, but it is very probable that they needed no advice to induce them to do so.

Receiver Hanna took formal charge of the bank yesterday and was busy all day checking up its accounts. It was probably this work will be completed to-day. Mr. Ridgely, the Controller of the Currency, was in the bank a large part of the time. Neither Mr. Ridgely nor Mr. Hanna would give any detailed description of the security assets of the bank, but it was announced that the liquidation of the bank would take more time than some people supposed. A report that the liquidation would be completed in sixty days was characterized as absurd. It has long been known that among the assets were blocks of Consolidated Steamship bonds and other Morse and Thomas securities. For many of these the market is poor at present.

A score of interior banks which had drawn on their balances with the closed bank, made arrangements with other banks to cash their drafts. Notices of the institution acting in this capacity were posted on the doors of the suspended institution.

The number of outstanding Clearing House certificates was reduced yesterday to \$6,300,000. All of them will be retired this week, and very likely within forty-eight hours or so, it was reported yesterday. Their retirement will make it possible to resume the publication of the weekly bank statement on February 1. On the same day there will be published for the first time the gross and individual statements of the State banks and trust companies.

HEAVEN HELPS THE STREETS

And the Snow Is Too Watery To Be Heaped On the Carts.

The little difficulty that arose on Sunday between the Street Cleaning Department and John F. Shaughnessy, who has the contract for removing the snow from the streets, as to whether a cartload of snow should be measured by water measure or on the "heaping tablespoonful" plan insisted upon by the contractor was settled yesterday largely through the intervention of mild Nature. Since the snow still remaining on the streets was so nearly of the consistency of water it could not be heaped above the tops of the contractor's wagons and the water measure held pretty generally. The work of putting the streets in shape progressed rapidly.

The contractor, confessing his inability to requisition the number of carts that he wanted to work on the removal of the slush, accepted philosophically the intervention of the Street Cleaning Department's extra force of men. Foster Crowell, Commissioner of Street Cleaning, had about 4,000 men and 1,300 department carts at work yesterday and the contractor had about an equal number of men and wagons in his employ. Both the city official and the contractor agreed that the city would probably be clean by Thursday night; sooner if there should be any more rain.

MILK WAR IN WISCONSIN.

Situation Near to Milwaukee Similar to That in Kentucky Tobacco Region.

MILWAUKEE, Jan. 27.—If you sell another can of milk to Milwaukee you will blow up your place the first good chance. Beware; we mean business.

This threat is being posted all over the Milwaukee milk producing district in the war to make Milwaukee dealers pay an advance of 10 cents per eight gallon can.

The situation is almost parallel to the Kentucky anti-trust tobacco warfare. Shippers are afraid of their lives. A number of them have written to dealers in Milwaukee, expressing fear of poison and injury if they ship milk.

DEWEY'S SPARKING GRAPE JUICE.

Something new. A delicious drink. H. T. Dewey & Sons Co., 120 Fulton St., New York.

TO CUT THE CULLINAN DIAMOND.

Head of Amsterdam Firm Receives King Edward's Instructions—Precautions.

Special Cable Dispatch to THE SUN. AMSTERDAM, Jan. 27.—The honor of cutting the Cullinan diamond which the Transvaal gave to King Edward has been entrusted to Ascher & Co. The task will be an anxious one and will occupy a year, although it will be carried on partly by night as well as by day because King Edward wishes the work hastened.

The size of the stone necessitates special tools and machinery. Jonkheer Ascher, the head of the firm, will do the cutting in an isolated room, following King Edward's instructions, which were given to him at a special audience.

When the work of cutting is not going on the diamond will be kept in one of many compartments of a safe equipped with a burglar alarm and guarded by two officials. The compartment will be changed from time to time.

DRIER STILL NEXT SUNDAY.

Gen. Bingham Remarks That He's Merely Executing the Exotic Law.

Commissioner Bingham when asked to make some comment on the unusual number of excise arrests last Sunday would only say "I am executing the law. That is all." The work has gone out to the inspectors and captains to make the saloons stop selling on Sunday.

There will be more arrests next Sunday than last unless the saloons take the tip. If the Bowery ever had a dry Sunday in all its history it will have one on February 2. The general impression at Headquarters is that something is doing behind the scenes which accounts for the activity in excise arrests.

It is intimated in some quarters that the despatching of Bronx detectives to make excise arrests in Williamsburg was merely a general announcement that Gen. Bingham is Police Commissioner of the whole city of New York.

GLADYS VANDERBILT MARRIED

BECOMES COUNTESS SZECHENYI AT A HOME WEDDING.

Great Crowd About the House, but a Rush Enabled the Couple to Get Away Almost Unnoticed—300 Relatives and Friends at Ceremony—Speech by Cheate

Miss Gladys Vanderbilt, youngest child of the late Cornelius Vanderbilt, became the wife yesterday of Count Laszlo Jeno Maria Henrik Simon Szecshenyi. Through the marriage she becomes the first American woman who has acquired a Hungarian title.

The wedding was held at the home of the bride's mother, 2 West Fifty-eighth street. About 300 guests, relatives and intimate friends witnessed the ceremony.

While there was no repetition of the disgraceful street scenes which have been enacted at other prominent New York weddings, notably the wedding of Miss May Goelet to the Duke of Roxburghe in 1903, the police had their hands full at times yesterday caring for the crowd that gathered near the Vanderbilt house. There were at one time probably 3,000 persons, most of them women, standing in Fifth avenue and the side streets hoping to get a glimpse of the bridal couple. They were all disappointed and the way that came about was one of the most interesting happenings of the day.

At 2:30 o'clock in the afternoon Inspectors Schmittberger and Walsh, who had charge of the police arrangements, were called to the Fifty-eighth street entrance of the Vanderbilt house. A carriage bearing the Vanderbilt monogram was pointed out to them. That was the carriage that would take the bride and the bridegroom to their private car at the Grand Central Station. They would leave at the Fifty-seventh street entrance.

That was enough for the inspectors. They stationed about twenty-five men at the Fifty-seventh street entrance and this number was reinforced a few minutes later when the carriage drew up at the curb.

The crowd made a dash for Fifty-seventh street; the photographers drew up in battle array, and there was scarcely even a policeman left to be on the Fifty-eighth street side of the entrance of the crowd was at its height when word was sent out from the house that the couple had gone.

The curiosity seekers started on a rush up Fifth avenue, mixing up generally with Fifth avenue traffic, but all they saw was the tail end of a red automobile going east through Fifty-ninth street. The Count and the Countess had started on their honeymoon. It will last only a few days, as the Count booked sailings on the Kaiser Wilhelm II. for February 4. They will probably spend the most of the time at Harry Payne Whitney's place at Westbury, L. I.

The guests began to arrive at the Vanderbilt house